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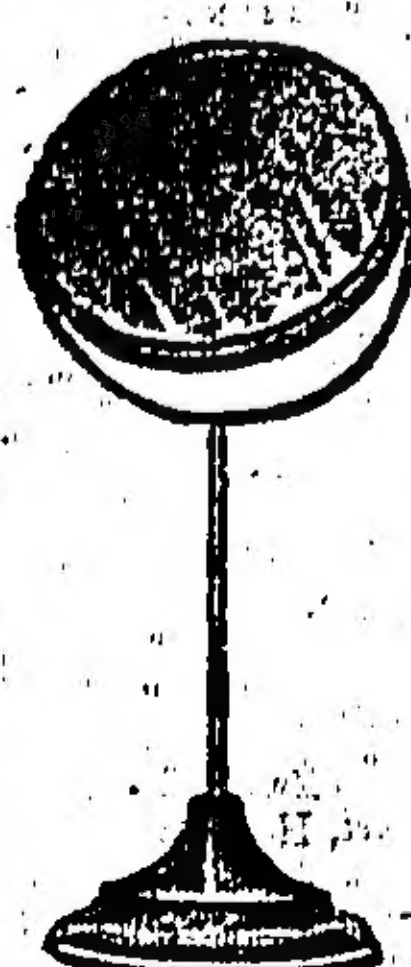
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HONGKONG.

### THE CHRISTIAN LIFE.

SOME CHARACTERISTIC FEATURES.

SERMON BY THE REV. H. COMLEY MOYLE

III—PROGRESS.

Following is the third of the Rev. H. Comley Moyle's Lenten Course of sermons preached at St. John's Cathedral:—  
Phil. 3.13. "One thing I do, forgetting the things which are behind, and stretching forward to the things which are before, I press on toward the goal."

"We are thinking on these Sunday mornings in Lent of Some Characteristic Features of the Christian Life. We have thought of the need of Reverence. We have tried to see that the Christian religion includes the two types of thought about God, and at the same time it touches us the Transcendence of God, and these two ideas tend to produce that blend of love and awe which we call Reverence."

"We have seen that another Characteristic of the Christian Life is Work. Christians are called to a life of labour for the glory of God, there must be no passiveness in the great ship of the Church. Each has his work to do, and 'the night cometh' when the work must be left. To-day we are to think of Progress as a Characteristic Feature of the Christian Life. The Christian life is no stagnant life. Because it is life it is characterised by growth, and therefore by Progress."

But as we saw that all activity could not be called work in the Christian sense, so all movement cannot be called progress. Progress is movement towards the desired goal, movement in other directions is not progress. The Christian goal is in the future. The Golden Age of Christianity is not in the past but in the future. Our religion views this world as part of an organic whole moving on to some exalted destiny in the harmony of the divine order. True, the harmony has been marred by sin and its results, but the Church Militant is here to fight against sin and to reproduce the harmony. Our Blessed Lord plainly told His Apostles that the Holy Spirit should lead them on into all truth and that He should do even greater works than He had Himself done. Whenever the Christian Church has ceased to be progressive, she has ceased to be true to the ideal of her master—and has paid the penalty. There are certain fundamental truths which different ages have set in a framework of their own time, and men have grown up looking at the framework till they confused it with the truth it was meant to frame. So there came about the controversy between Religion and Science with which the last half of the Nineteenth Century was full. To quote the words of Dr. A. H. McNeill, 'Few of the recent forms of development in religious thought are more significant than that by which an approach has been made towards a true perception of the relation of religion to science.' Time was when thinkers of the highest intellect and education allocated one portion of human thought to 'religion' as its exclusive domain, and another to 'science'. They were as rivals in adjacent Kingdom, neither of which might transgress each other's boundaries. And this mutual opposition was helped by the tendency to make 'religion' equivalent at all points to 'faith in the impossible' while 'science' was 'knowledge of ascertained facts.' On each side were experts who gloried in these respective definitions. The results were disastrous. But this hostility is now rapidly passing away, as it is being more clearly recognised that religion embraces science, as the greater includes the less; that nothing can be outside the activity of the Infinite God. True Christianity must stand for progressive thought, and progressive thought must result in progressive action. A Church, of which all the members are keenly alive to their obligations to human society as a whole, is the strongest evidence of the truth of Christianity."

The message of Christianity is that "God so loved the world that He gave His only begotten son." The Christian is the object of God's love and of Christ's redemption. That is why all Christians ought to be keen on social betterment, on the improvement of slums, and the amelioration of conditions of labour. Christianity does not lay down what are the limits of luxury nor fix a minimum living wage. For Christianity is the spirit of Christ and is too great to be shut up in any set of rules. Christ's spirit is progressive, leading men on to new truths and nobler lives, making them labour to improve the world and brighten the lives of the down-trodden. Here in this Colony there is a vast army of the homeless and the underfed, which is a sad reproach to the justice and mercy of our civilization. Have you ever passed through some of the streets of this town at night and seen the scores of people who have nowhere to sleep but in the streets? I counted about a hundred sleeping in the street as I passed along Queen's Road the other night."

A state of society which permits of such appalling poverty at one end of the social scale and unbounded luxury at the other is doomed to perish unless it takes steps to change itself. What the Prince of Wales will think of this Colony when he sees it I do not know, but there are spots here which he is not likely to see where human beings are living herded together under most insanitary conditions. If the Prince were taken round our slums he would be likely to receive an impression that would not easily be effaced from his mind. And let us remember that One greater than the Prince

(Continued at foot of next column.)

### JAPAN'S ATTITUDE IN CHINA.

GENERAL HIGASHI'S STATEMENT.

STRICT NEUTRALITY IN CHINESE POLITICS.

Peking, March 20th.

Reuter has been requested to circulate the following statement by General Higashi, Japanese Military Attaché in Peking:—

"Since Marshal Tuan Chih-jui moved his residence to Tientsin some time ago there have been in circulation all sorts of rumours regarding his motive and activities, and some of the Chinese papers from time to time circulated reports purporting to show that some Japanese Militarists were behind the alleged activities of Marshal Tuan and his followers. In some instances my name was mentioned as being in the alleged Japanese support of one party or the other."

"It was reported by a Shanghai paper that Colonel Honjo, of Mukden, came to Peking some time ago to act as intermediary between Marshal Tuan Chih-jui, Marshal Chang Tso-lin and Mr. Liang Shih-yi and myself to secure Japanese military assistance in an alliance to be formed against General Wu Pei-fu and his party. It was also reported in another paper that I was involved in a scheme to transport Chinese arms kept in Shanghai to Hunan with a view to giving assistance to General Chang Hsiang-tung."

"There are only a few examples of the astounding stories that have been circulated by some interested party to alienate Japan from one party or the other. The fallacy of these reports is fully proved by the fact that Colonel Honjo has never been in Peking during the last seven or eight years, and that I have never been asked by anybody to assist in the alleged transport of arms to Hunan. Apparently there is a force at work all the time which is trying to benefit itself by circulating these baseless reports."

"It is hardly necessary to point out that the attitude of the Japanese Government on the political situation in that of strict neutrality. When the reports of Marshal Tuan Chih-jui's removal to Tientsin reached Tokyo the Japanese Government semi-officially announced its intention to remain strictly neutral on the situation. This was taken in view of the possibility of various groundless rumours being started by an interested party to serve its own purpose at the cost of the name and prestige of another. Friendly neutrality towards the political situation in China is not only the declared attitude of the Japanese Government but is also the unanimous demand of public opinion in Japan, and it is no close to reality here that the Japanese Military Representatives in China are acting strictly in accordance with instructions from their Home Government. In fact it is impossible for them to act otherwise."

of Wales. One to whom he and you and I will some day have to give an account of our lives, sees this want and misery and holds us responsible for it. No Christian ought to rest content while such subject poverty as is found here continues. The slums are the breeding spots of plagues and revolutions, and the Progress which is characteristic of the Christian community must result in doing away with them, and uplifting the conditions of life of the poor and despised."

And progress is a characteristic of the individual life of the Christian as well as of the Christian community. We have to press on towards the goal, or as St. Paul puts it in another place, we are to 'grow up in all things into Him which is the head even Christ.'

The standard of personal life at which we are bound to aim is always far beyond us, for Christ Himself is our example and the standard that He has set us is perfection. And the very fact of our not having attained the standard must incite us to renewed exertions in the spiritual life. 'Stretching forward to the things which are before, I press on toward the goal.'

The spiritual life needs cultivation. Especially does it need it when we live in a country where Christian morals are not taught and Christian standards are not insisted upon. The moral atmosphere here is not the atmosphere of a Christian country and so progress is hard. But it is only progress in the spiritual life that can satisfy the longing of our spirit. And too often the spiritual nature is allowed to perish for want of cultivation, so men and women hustle through life, never satisfied, never at rest, always with a yearning unexpressed, seeking a prize only to find that when they have gained it they are still unsatisfied. 'We have an idea of happiness' says a great French writer 'and yet we cannot grasp it.' In Christ and His service alone is there complete satisfaction—just to become a little more like Him, that is progress indeed, more like Him in His self-denying love, more like Him in His care for others. The vague yearning of the human heart is given aim and precision by Jesus Christ. In Him we see the ideal to be realised, the goal to be reached. The Christian life is a gradual progress towards a definite objective, it is a life of advance which goes on towards perfection. It is that progress a characteristic feature of our life. Can you say with St. Paul 'stretching forward unto the things which are before, I press on toward the goal'?"

Not enjoyment, and not sorrow,  
Is our destined end or way,  
But to act, that each to-morrow  
Finds us further than to-day.

(Continued at foot of next column.)

### SHIPPING STRIKE REVIEWED.

BY A CANTON RESIDENT.

The Canton correspondent of the N. C. Daily News, reviewing the recent strike writes:—

EXTREME SOCIALISM.

The more one inquires into the origin of this strike the more difficult the situation is seen to be that the masters and the Hongkong Government had to face.

It has been evident to anyone with eyes to see, that there has been a great deal of extreme socialistic agitation going on in Canton for some months past and a good deal of wild talk leaning to Bolshevism. The sudden and portentous growth of the labour unions, of which more than 100 have been formed during the last year or so, has shown that things were moving fast.

The organization of these has been, as I said in a former letter, largely the work of one man, a prominent member of the Kuomintang, Sun Yat-sen has repeatedly lent these unions his countenance and they all look to him as their supporter.

It certainly looks as if in their attempt to attack the capitalists they deliberately picked out the seamen as the first section of the workers to try conclusions with the masters. It is a risky industry and involves so much of the trade, not only of Hongkong, but Canton as well, and so thorough that tremendous pressure could be brought to bear to carry their points.

Events have proved that they had the masters in their grip, for after nearly eight weeks the masters have been unable to break the strike by getting in men from outside. Then if they could win this strike it would show that in every other trade they could carry their way. It was to win the seamen's strike they would have to overcome some of the strongest of the revolutionaries or the coast and also force the Hongkong Government's hand.

A MIGHTY ORGANIZATION.

All the workmen of Canton have been behind this effort. The leader of whom I spoke—I could mention his name, but it would not be any good—has succeeded in getting all the unions to make regular contributions and possibly he has secured funds from other and more sinister sources, but of that one has no proof, only rumours. The strikers all came up to Canton, or at least the large majority of them and they have been fed all the time. They have been treated as heroes by the workers of Canton and by the element who have been captured by the socialistic propaganda going on. On the whole, it is a mighty organization and newspapers are continually preaching it, and Mr. Russell's visit and propaganda have 'boosted it far and wide.' Now the men have won their battle and where the next blow will fall is what one asks. There are some who think that the tremendous interest in the welfare of the workers is not at all sincere as it would appear, and that there is some political move in it all.

The Kuomintang, the people's party, have been heart and soul in it, but it was a singular fact that right in the middle of the strike, the Civil Governor, Chen Chung-ming found it necessary to go to his ancestral home.

MESSAGE TO ALL AUTHORITIES.

It looked to some as if he were in a difficulty. There were thousands of men, many of them armed, parading the streets and extreme labour views being preached at every point and he went away. It is known to all that he has not all the way seen eye to eye with Sun Yat-sen and it looked as if he had tried to bring pressure to bear on the way to come to terms with the employers, in spite of all the losses in trade and revenue from which Canton has suffered, for fear that he might have all the workers of Canton arrayed against him and his own position imperilled. This is the view of some.

Others think that the leaders of the workers party are genuine enthusiasts in the cause of uplifting the masses. Time will show. If it has been a political move to gain a point in the struggle of parties at the present time, then it will bring tremendous possibilities for future trouble. The workers are looking forward to better times all round, and if they find that they are only being made tools of then the officials will have an ugly problem to solve. One ought to sympathize with the desire for a larger life and more of opportunity for the toiling masses, but if it is sought by the class war, then we have an example in Russia of what may come.

That the workers of this country, so long just hewers of wood and drawers of water, are beginning to feel that they are men and making the demands of men for their share of things, is a thing to be counted as a sign of progress, but one hopes that among the leaders who are holding out these visions to them there may be some who will point out a better way. If only the business men of China would take up this matter and realize that the future of the country is really in the hands of the workers and themselves and that too long they have been fooled and preyed upon by so-called political leaders, then we could hope that out of this new movement good might come. If each trade would get together and work at its own problems there might be found a way of co-operation.

CULPABLE IGNORANCE.

What makes one so disappointed is that the shipowners in Hongkong and the intelligence department of the Government should have apparently been unaware of what was being planned in Canton and that this was the biggest thing they had had to meet. They could hardly have known or they would have acted more wisely, and not in a big struggle like this, have put themselves wrong at the start by ignoring the men's demands for at least two or three months. They must have known that they could not easily get other men to break the strike. If ever there was a case of the

(Continued at foot of next column.)

### JAPAN HOTEL ASSOCIATION. PROPAGANDA AND THE FUTURE OF TOURIST TRAFFIC.

The half-yearly meeting of the Japan Hotel Association held in Tokyo recently, was followed by a dinner at the Station Hotel. Representatives of foreign hotels and steamship and passenger agencies were present.

Mr. T. Oita, Chief Manager of the Japan Hotel Association in the course of a speech, said: "As you may perhaps be aware, we charge ourselves with a part of the national enterprises. Due to the nature of their business, the hotels in Japan are international in character, and facts go to prove that feeling towards Japan in foreign countries depends largely upon the facilities of our hotels and their treatment of foreign guests. A foreigner returns to his home country with an unpleasant impression made during his sojourn in our country, and consciously or unconsciously spreads it widely through conversation and publications. In the course of its transmission from one to another it will be exaggerated till the grossest and most absurd misrepresentations imaginable are believed by the public at large. Anti-Japanese propaganda takes advantage of it in carrying on insinuating, sneaking campaigns, of which all are well aware of. Our hotels, the guests of which consist for the most part, of foreign tourists, know those circumstances quite well, and are always on the alert for the trend of the situation in foreign countries. No effort has been spared to counter these rumours, especially in America, where groundless and almost ridiculous statements were propagated most extensively. Popular sentiments developed more and more for the worse, and placed our country in a very disadvantageous position. To cope with this situation, we co-operated with the Government Railways and the Japan Tourist Bureau, which availed themselves of the international nature of their business, and did their best to disperse the widespread misunderstanding. Counter-measures were vigorously taken; provision was made for the introduction of foreign tourists; the treatment of them was improved; in fact, every feasible means were tried to turn the unfavourable situation for the better, and we are glad to tell you that they have had a remarkable effect upon the minds of American people. Indeed, it is no exaggeration to say that the main efforts which have been made by our Association in the last few years have been directed to national propaganda in favour of our country."

However, it is a matter for regret that there are some anti-Japanese movements still carried on, and our Association is now making steady progress towards this with reduced energy in co-operation with the Government Railways and the Japan Tourist Bureau.

Numberless questions of a serious nature have arisen in foreign countries, and people there are too engrossed in their solution to care for recreation and rest, which fact, together with the misrepresentation, has affected the number of tourists visiting our country. In addition the prices of commodities in our country have not yet shown any sign of decline. Such being the case we have been subject to serious difficulties in our management, but we are steadily fulfilling our duty to our nation, improving our internal management and carrying on a propaganda of a national character in view of the gravity of the situation."

There is never a big dividend paid at Shanghai or Kiangwan Races but what we hear of the lucky happening which gave somebody or other a small fortune. It is the lady who liked a certain colour, the coincidence of a name, the policeman on duty who thought it was absurd to let one pony go without a single chance on it. There is even a story at Kiangwan of a group of Chinese who for years past have been backing the pony whose name is closest to the bottom edge of the slots in which the numbered balls are clipped. We once heard of a visitor, who riding the board, remarked: "Bill on The Hawk, oh! Well, two days ago I shot a hawk on a hill, so here goes." Drawing \$5 and less than a dollar's worth of small change for his investment of \$5 he was not so very much impressed with novice's luck. But a better one is told of Kiangwan last Saturday and a well-known marine engineer vouches for the veracity of it. A party of sailors, having scraped up \$10 between them, could not decide which pony to follow. Suddenly one said: "Lumme, Nelson, o' course! Nelson ain't never lost!" On went the money and the loyal b-u-d-jackets had the satisfaction of drawing close upon \$800. Nothing has come to hand about Baycroft except that a lady, who had two of the seven tickets taken on the \$1,100 winner, immediately on noting the dividend rushed up to a broker friend and gasped: "Oh, do tell me what is the latest exchange rate!"

W. C. Daily News.

necessity of "agree with thine enemy quickly," while he is in the way of last year when this struggle began to be mooted. Instead it was allowed to drift. No one could have lived in Hongkong without seeing how absolutely dependent on the Chinese the small number of foreigners there must be, but was it wise to let things get to the pass when it was absolutely brought home to the most ignorant coolies? Many of us, who live in Canton have often felt that many in Hongkong did not realize how closely the two places are linked together. This strike has proved this with a doubt. As far as Hongkong is concerned Kiangwan is the China they have to deal with and any failure to note what is going on in this centre may mean tremendous things for Hongkong.



# PRAYA MURDER TRIAL. THE DEFENCE OPENED.

## PRISONER IN THE WITNESS-BOX.

During yesterday afternoon, the case for the Crown was concluded in the trial of Leung Wo who is indicted for the murder of Leung Yuk Tong, on the Praya, on February 24th.

Mr. F. C. Jenkin opened the case for the defence and the prisoner gave his evidence-in-chief, on his own behalf. This morning he will be cross-examined by the Attorney-General.

## "CONCLUSION OF THE CROWN CASE."

In the morning, before the hearing was resumed, Judge, jury and counsel visited the scene of the shooting and of the chase. The Court was again largely attended by Chinese, who were watched by the police before admission.

A number of witnesses were called to complete the Crown's case; to trace the finding of the revolver, for instance, and to record its passage from hand to hand until it became an "exhibit" in the trial.

Mr. H. C. Resker, assistant manager of Taikoo Sugar Refinery, said Jack A. Tai was their coolie contractors. About February 1st some of the men supplied by the deceased, Leung Yuk Tong, threatened to strike. Deceased undertook to stop the strike and it was averted.

Mr. A. B. H. Phillips, chemist at Taikoo Sugar Refinery, spoke to being in telephonic communication with deceased in connection with the food supply to temporary labourers.

Mr. S. D. Begg, of Messrs. Butterfield & Swire, said Jack A. Tai's were their stevedores.

Capt. Morgan was then recalled and further cross-examined by Mr. Jenkin. Witness said he believed the big pillars in the Square had not been erected on February 24th. Mr. Jenkin then put in photographs showing that the pillars were there on that date.

Mr. Jenkin: Did you not see the man throwing a revolver over the railing? No, I did not.

Fung Chi, the fireman, in cross-examination, said four men running up the street, were Chinese; three were running on the left side and one on the right. He lost sight of the three men and the man who was running alone was caught.

The Judge asked, was the man running alone the prisoner? The witness could not say.

After Mr. A. H. Barlow and Mr. Ho Cheuk had reported the evidence they had given in the Police Court as to the finding of the revolver in the Bank Garden, the case for the Crown was closed.

## ADDRESS FOR THE DEFENCE.

In opening his address for the defence, Mr. Jenkin remarked that the case had excited a good deal of feeling, owing to the labour troubles at the time. There were people who said that the man ought to have been executed on the spot. The jury, however, must not allow themselves to be swayed by passion but must decide according to the evidence. Mr. Jenkin also said that he had been criticised, openly and covertly, for taking part in the case, but it was the duty of counsel, if he were retained, to do all he could for his client, within the ordinary rules governing the members of the Bar. If he had been assigned by the Crown, instead of being retained, he would have fought the case just as strenuously.

Having made these preliminary observations, Mr. Jenkin said the case for the Crown would stand or fall by Capt. Morgan's evidence. The defence was that a mistake in identity had been made. Capt. Morgan—a man of 32 years of age—had shown great pluck in taking up the chase in the way he did but Mr. Jenkin said he intended to show that Capt. Morgan had mistaken his man.

The crucial test of the Captain's evidence, Mr. Jenkin suggested, was his recollections about Mr. Green. When first called he said Mr. Green was at the railings near the City Hall but now he said Mr. Green was not standing there. If Mr. Green were on a charge for an assault committed at the top of Wardley Street, how could he possibly be seen by Capt. Morgan's evidence? Capt. Morgan said he identified Mr. Green by his face and his clothes, yet he put him in the wrong place. It was, therefore, quite possible that he put the prisoner—whom he could not recognise—either by his face or his clothes—in the wrong place, also.

Mr. Jenkin also suggested that if Capt. Morgan once lost sight of his man during the chase his identification was of little value. He went on to say that Captain Morgan lost sight of the running man on three occasions—when he ran behind the pillars near the Praya, into Wardley Street; secondly, when Capt. Morgan was jumping over the obstacle of which he spoke, near the Statue; thirdly, when the man entered the part of Wardley Street between the Bank and the City Hall. Mr. Jenkin reminded the jury that when they visited the *locus in quo*, that morning, he drew their attention to the fact that the temporary pillars blotted out Wardley Street from the spot where he and the jury were then standing, which was on the pavement alongside the Bank Garden. Capt. Morgan must have lost sight of the man he was chasing since the man left the pavement and got on to the roadway of Des Vaux Road Central.

Capt. Morgan said that when the shot was fired he was in a brown study, thinking about race results and counsel hoped to show that the witness's powers of observation were such as not to justify any certainty as to what he said.

The evidence for the defence would be this: As the ricksha came along the Praya, three men came out from amongst the pillars in Wardley Street. A big man in grey clothes went up to the moving ricksha, lifted the flap and fired. While the ricksha was still moving, the three men who had run out from Wardley Street decamped through Wardley Street, and were joined by others standing near the enclosure. These men ran on either side of the Queen's Statue.

They were there joined by the prisoner who had been standing near one of the large pillars in Charter Road. A man working there would prove that the prisoner was standing there and would also say that he saw the European. Of the running men, two took the lead up the pavement by the Bank Garden, the prisoner followed next, and then Capt. Morgan. The prisoner was, in fact, chased by Capt. Morgan up the pavement of the Bank Garden.

A man, working on the Bank Annex would say that the second of the two men referred to as leading at this point, took out of his hat, which he had in his hand, a revolver, flung it into the Garden, and then turned, right, into Des Vaux Road, at the same time putting his hat on his head. Others of the running men also turned right and those who came up next, including "the little man" (the prisoner) went up Wardley Street.

## THE PRISONER'S EVIDENCE.

Mr. Jenkin then called the prisoner. He said:—  
My name is Leung Wo. I am a ship's cook and coolie. My last vessel was the *Kong Chan*. I left here when the strike began and stayed in the Hongkong and Yachow steamer employees' guild clubhouse for between ten and twenty days. Then I went to the country, to Chan Chan. I stayed there from Feb. 2nd to February 22nd when I went to Canton and passed the night of February 22nd there.

I came to Hongkong by train on the morning of the 23rd. I stayed that night at the Club. On February 24th, I went out after 10 a.m. (I came here to look for work). I knew a man named Ah Cheung, employed as coolie in the Naval Yard. He told me I was not allowed in there and I was to wait for him until he came out to his tin. I went to Stanley Street to have my rice at 11 a.m. I went from the Central District to the Praya. I went down a steep road by the Central Market to the Praya and walked in the direction of the Naval Yard, along the Praya. I do not know how long I was there.

When I arrived near where a pier was being constructed I turned into the place where the Statue is. I had never seen it before. Near the Statue I was watching people plastering the pillars, when I heard a "bang" as if it were a cracker. I was on the right side of the Statue with my back to the Praya and my face to the hill. I saw two men "running like flying."

In reply to questions it was gathered that the prisoner meant "very fast." He continued: They ran past me, towards the hill. I turned round to the sea side to look and saw seven or eight men running from the direction of the sea. I heard no cries. When the seven or eight men came to the Statue they ran on both sides of it. As I saw so many people running, I also ran—on the side of the road I was standing on. I was following three or four men; they ran and I ran. When they got to the tram lines they divided.

Mr. Jenkin: Where did they run?  
Prisoner: Some went in the middle of the road and some on the side of the road. The two men who had run very fast, past me, ran up the street and disappeared.

The prisoner explained that he and these two men came through Wardley Street on the pavement adjoining to Bank Garden; he said there was not much room in the road because of the pillars and because of the other people running. Two other men were also running behind him; they overtook and passed him. They were running at an angle to his track and came on to the pavement by the Bank Garden. He did not follow those two men after they got in front of him.

After this, seven or eight men came up and he followed three or four of them. The prisoner said he also noticed several men following him but he did not notice any foreigner. When he got to the tram lines he went up a narrow street (Wardley Street).

THE PRISONER DESCRIBES THE ARREST.  
"In this street," said the prisoner, "a man in European clothing pressed me down."

Mr. Jenkin: When you were running up that narrow street, was there anyone else in the street?  
Prisoner: Those men had run away. I was alone there.

Mr. Jenkin: When you entered it, were there any others there?  
Prisoner: At first, yes. Two or three men. They were Chinese and they disappeared. The prisoner added that at this time his sight was "agitated" and he could not see clearly. He was dazed.

Asked further as to incidents at the time he was about to cross Des Vaux Road, he said that two of the running men went "towards Central Market" and one towards Wanchai. By his sight being "agitated" he meant that as he ran dust was blown by wind into his eyes.

# HONGKONG TRADE IN 1931.

## LARGER TRADE SHOWS HEAVY DECREASE IN STEERING VALUES.

We have received from the Government printers a copy of the volume of the Trade and Shipping Returns of the Colony for 1931.

The following comparative statistics show a heavy fall in the value of merchandise imported and exported in the year 1931:—

	1930.	1931.
Imports .....	£103,932,602	£98,143,069
Exports .....	108,369,637	67,691,877
The grand total of Imports and Exports of merchandise for 1931 was, in round numbers, £136,000,000 as against £212,000,000 in 1930, a decrease of 35.8 per cent. The total imports were £98,143,069, a decrease of £5,789,533, or 5.7 per cent., and exports showed a decrease of £40,678,060 or 37.5 per cent.		
Treasure movements were as follows:—		
	1930.	1931.
Imports .....	£31,754,334	£13,707,095
Exports .....	45,292,645	17,981,357
Total .....	£77,046,979	£31,778,452

Mr. N. L. Smith, Superintendent of Imports and Exports, says in his introductory note:—The apparent decrease in the imports is entirely due to the lower rate of exchange used in the conversion of local currency into sterling. The actual dollar figures show an increase of over \$40,000,000.

The sterling value of actually all items shows a decrease for the reason given above, but a number of items were imported to a larger extent than last year. The actual differences in the principal items of imports are shown in the following table:—

Unit of Quantity	1930.	1931.
Coal .....	1,175,571	1,016,230
Four, Wheat .....	1,039,303	1,039,303
Leather, Sole .....	27,101,003	27,101,003
Rice, Broken .....	96,307	96,307
Rice, Meal .....	1,239,815	1,239,815
Broken .....	4,593,003	4,593,003
Cargo .....	55,863	55,863
White .....	5,295,197	5,295,197
Silk Piece Goods .....	12,493	12,493
Sugar, Raw .....	2,405,020	2,405,020
Refined .....	474,121	474,121
Tin .....	181,093	181,093
Yarn, Cotton .....	739,335	739,335

# WEATHER CHANCES FOR THE PRINCE'S VISIT.

## METEOROLOGICAL RECORDS OF APRIL 6TH AND 7TH.

The following particulars of the weather on April 6th and 7th, for the past 35 years, are published for the information of those who are anxious to know what sort of weather may be expected during the forthcoming visit of His Royal Highness the Prince of Wales.

It will be seen that on April 6th it was rainless on 23 occasions out of 38. The probability in favour of a rainless April 6th in 1932 is therefore 23 to 16. On April 7th it was rainless on 23 occasions. The probability in favour of a rainless April 7th in 1932 is therefore 23 to 13, or practically 2 to 1.

It was rainless throughout the 48 hours on 19 occasions. It is therefore an even chance that no rain will fall during the Prince's visit. There is one chance in 38 that it will rain nearly continuously on April 7th.

The highest maximum temperature recorded on April 6th is 82°, and the same on April 7th. The lowest maximum temperature is 62°, on April 6th and 61° on April 7th.

The high temperatures are associated with low pressure over China and vice versa. It is an even chance that the maximum temperature on either day will be within 5° of 72°.

The chances are 5 to 1 against nearly continuous sunshine on either day and about 3 to 2 against a completely cloudy day.

# WEATHER AT HONGKONG ON APRIL 6TH AND 7TH FROM 1894-1931.

APRIL 6.				APRIL 7.			
Rainfall.	in.	Sunshine.	h.	Rainfall.	in.	Sunshine.	h.
1894.	.01 at 5 a.m.	2.8	78	.15 at 11 p.m. and midn.	5.3	80	
5.	.00	6.0	80	.00	9.0	78	
6.	.00	5.7	73	.00	4.3	73	
7.	.00	10.3	74	.00	3.1	73	
8.	.06 1 a.m. to 2 p.m.	1.1	73	.01 5 a.m. to 9 a.m.	0.9	78	
9.	1.01 5 a.m. to 11 a.m.	0.4	70	.08 9 p.m. to midn.	0.4	71	
10.	.00	10.8	75	.00	10.5	71	
11.	.18 at intervals till 7 p.m.	0.0	65	.00	0.3	63	
12.	.00	5.6	82	.00	9.5	78	
13.	.02 5 p.m. to 9 p.m.	0.0	62	.00	0.0	61	
14.	.02 at 6 p.m.	0.4	78	1.36 4 a.m. to noon and 11 p.m. to midn.	0.0	75	
15.	.00	2.8	80	.00	0.3	79	
16.	.05 8 p.m. to 11 p.m.	0.0	88	.04 6 p.m. to 9 p.m.	0.6	78	
17.	.00	0.2	73	.00	3.3	68	
18.	.02 7 p.m. to midn.	0.0	68	.00	0.0	65	
19.	.23 1 to 4 a.m. and 5 to 6 p.m.	0.0	65	.01 at 2 a.m.	0.0	63	
20.	.00	3.6	82	.00	0.6	82	
21.	.57 1 to 3 a.m.	0.5	73	.423 nearly continuous	0.0	71	
22.	.00	2.7	74	.00	1.3	79	
23.	.00	8.8	74	.00	7.5	73	
24.	.61 9 a.m. to midn.	0.0	68	.05 1 a.m. to 2 a.m.	0.3	73	
25.	.00	3.8	68	.00	1.3	65	
26.	.00	1.2	71	.00	4.1	80	
27.	.00	0.0	66	.04 4 to 8 a.m. and 10 p.m. to midn.	0.0	69	
28.	.15 at 9 a.m. & 3 p.m.	0.0	73	.00	0.0	85	
29.	.09 midn. to 7 a.m.	0.7	73	.00	8.1	73	
30.	.00	5.1	68	.00	5.7	71	
31.	.02 1 to 4 a.m.	3.3	70	.00	1.9	72	
32.	.00	0.3	65	.00	2.0	66	
33.	.00	6.2	79	.00	3.5	80	
34.	.00	0.0	64	.08 9 a.m. to noon	0.0	62	
35.	.23 at 9 a.m. and from 10 p.m. to midn.	2.9	61	.00	10.5	73	
36.	.00	2.4	68	.00	7.0	69	
37.	.00	8.3	78	.00	3.5	79	
38.	.00	5.8	79	.00	10.2	74	
39.	.00	11.0	72	.03 midn. to 2 p.m. and 6 p.m. to midn.	0.0	65	
40.	.22 at 3 a.m. and 9 p.m. to midn.	0.3	66	.00	2.7	79	
41.	.00	0.0	70				
Mean.		3.0	72.2				

# EXPORTS.

Exports, when expressed in local currency show an increase of about \$8,000,000 over 1930 due to a small increase on a large number of items. The following table shows the quantitative differences in the principal exports.

Unit of Quantity	1930.	1931.
Cement .....	1,400,004	1,723,205
Cannery Bins .....	23,169,015	10,470,256
Plates .....	36,438,777	22,382,843
Gallos .....	319,021	304,543
Broken .....	1,326,680	1,326,680
Meat .....	1,013,165	291,266
White .....	4,407,833	4,407,833
Sugar, Raw .....	1,416,533	2,470,770
Refined .....	3,106,978	3,060,000
Silk Piece Goods .....	18,803	18,803
Tin Slabs .....	225,311	133,543
Yarn, Cotton .....	552,866	552,866

# SHIPPING.

The shipping total has again increased, 1931 showing an advance of three and a quarter million tons over 1930. British tonnage has increased by about one million tons and foreign by about one and a half million tons, the balance is due to an increase in the junk trade. American tonnage declined by approximately 100,000 tons and Russian by 50,000 tons, but Japanese and Dutch tonnage made up the increase in the total.

# CHARTS.

Charts included in the volume show the great difference made in the apparent trade of Hongkong by the fluctuations of the local dollar. The average Hongkong Treasury rate of exchange for each quarter has been used to reconvert the sterling total into dollars.

# SPORT.

## GOLF.

## LADIES SECTION.

The results of recent competitions are as follows:—

ELECTIC COMPETITIONS.  
Happy Valley. Won by Mrs. Moore. 41-3=38.  
Don Water Bay. Won by Mrs. O'Byrne. 33-8=27.  
Pauing. Relief Course. Won by Mrs. Crawford. 68-3=65.  
THE DENIA CUP.  
Won by Mrs. Adams with the score of 28 nett.

# SUMMER HOSIERY AT LANE, CRAWFORD'S

IN LARGE VARIETY AT THE LOWEST  
POSSIBLE PRICES COMMENSURATE WITH  
RELIABLE QUALITIES.

No. 1989 Aertex Vests... 6.00.  
" " Drawers... 6.00.  
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2.25 3.75 3.25 3.75.

Feather Weight Egyptian  
Cotton Underwear in  
Various Colours... 4.00 Suit.

Woolsey Pure Wool Summer  
Weight Vests and  
Drawers... 6.50 a Garment.

No. 938 Aertex Vests... 5.00.  
" " Drawers... 5.00.  
" 931 " Vests... 3.25.

Viyella Pyjamas, Smart Block Stripes... 14.00.

Best Quality Aertex in Plain White... 14.00.

Cotella Pyjamas Short Sleeves and Legs... 8.00.

" " Long... 9.50.

Self Coloured Silk Pyjamas... 18.50.

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HONGKONG.

# LATEST DANCE RECORDS

3533 (MARTIN DOWN THE OLD CHURCH AISLE)  
3531 (STEALING WHY DONT YOU SMILE)

3535 (REMEMBER THE ROSE ROLL ON SILVER MOON)  
3532 (GRANNY SHE LOVES ME SHE LOVES ME NOT)

AT

ANDERSONS'

(OPPOSITE CITY HALL)

Tel. 13.2

# Powell

TELEPHONE 3146.

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suitable for present season's wear and invite your inspection.















## HONGKONG BOXING ASSOCIATION

## NOVICES COMPETITION.

At the THEATRE ROYAL—THURSDAY, FRIDAY and SATURDAY.  
MARCH 30th, 31st and APRIL 1st

SATURDAY, April 1st.

Novices Finals: 15 Round Featherweight Championship.  
TEDDY NEAL v. A. B. CHADWICK.

15 Round Middleweight Championship.  
A. B. DUNCAN v. A. P. O. CALLAGHAN.

Admission  
THURSDAY & FRIDAY, \$2, \$1 and 50 cents (no reserved seats) MEMBERS FREE.  
SATURDAY, \$5 & \$3 (reserved) and \$1.  
Booking at MOUTRIE'S MEMBERS, Monday, 27th March, GENERAL PUBLIC,  
Tuesday, 28th March, when Tickets for Thursday and Friday (unreserved) will  
also be sold.

## JAVA-CHINA-JAPAN LIJN

REGULAR FORNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	DEPARTS ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIBODAS	JAPAN/SHANGHAI	25th March	28th March	JAVA via BANKA
TIKINI	JAPAN	26th March	3rd April	SHANGHAI via MACASSAR
TJILIWONG	JAVA	30th March	4th April	SHANGHAI/JAPAN

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The Steamers are all fitted throughout with Electric Light and have accommodation  
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York Building, First Floor



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(United Netherlands Navigation Company)  
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JAPAN PORTS, SHANGHAI, HONGKONG AND  
MANILA

AND  
AMSTERDAM, ROTTERDAM, HAMBURG  
AND BREMEN

Sailings, subject to alterations.

Steamers [For] Sailing on or about  
"ALDABI" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 11th Mar.  
"SAPAROE" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 1st Apr.  
"ROTTERDAM" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 10th May  
For full particulars please apply to—  
JAVA-CHINA-JAPAN LIJN.  
General Agents, York Buildings.

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## SOUTH CHINA LINE

PORTLAND, ORE.—JAPAN PORTS, HONGKONG & MANILA

Vessel	Due Hongkong
"YINTA" ...	about 8th April
"WEST CAYOTE" ...	do. 25th April
"WEST KEATS" ...	do. 21st May

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HONGKONG

A CONSERVATIVE REVIVAL  
DUKE OF NORTHUMBERLAND'S  
PLEA.

To the February number of the *National Review*, the Duke of Northumberland contributes an article on "The Future of Conservatism." He says:—

"Conservative ideals are no doubt cherished by a very large number of people, but they are not at present represented by any political party now in any organised body of opinion in this country. Nobody can say what the difference between Conservatism and Liberalism really is because, in fact, there is no fundamental difference; but it is just conceivable that there may be a revival of Conservatism, and it is, therefore, worth inquiring what its principles were in the past and what chance they have of being revived and adopted by a future Conservative party."

Reviewing the state of parties before, during, and after the war, the Duke comes to the conclusion that Liberalism decayed and died in the period from 1906 to 1914, because "with the rise of the Labour party its thunder was stolen." It had "gone beyond the extreme limits of Radicalism, and had failed. It was, and is, bankrupt; and this result was inevitable because it was founded on a fundamentally false view of democracy. And the Unionist party, too, has failed, "not because its principles were unsound, but because it lacked the courage to uphold them."

As for the Labour party, the "great mass of workers know in their hearts how futile is the policy pursued during the last few years by the leaders of organised Labour," and "have nothing but contempt for a Government which encouraged those leaders by giving way to their demands when there was no justification for them, which truckled to them and flattered them and never exposed them, and thus brought upon Labour the catastrophe from which it is now suffering."

But it is for the Coalition Government and its leader that the Duke of Northumberland reserves his most pungent criticism.

"The Prime Minister's conception of his office is that of the manager of a music-hall who produces that popular form of entertainment known as a 'revue.' The Government's 'revue' was entitled 'The New Heaven and Earth,' and it consisted of various turns or 'stunts.' There was the Education stunt, the Agricultural stunt, the Housing stunt, the Transport stunt. When it was realised that all these schemes cost money, and were therefore intensely unpopular, they were dropped, and with a flourish of trumpets, and an economy stunt was started. The beauty of this is obvious. It is a case of 'Heads I win, tails you lose.' It enables the Government to take as much credit for the failure of its policy as for its success. The most striking instance of this is Ireland, where, finding it irksome to suppress a dangerous conspiracy, they surrendered to it, and announced that the surrender was an act of supreme statesmanship."

In India this Liberal principle of self-determination is responsible for a policy whereby the masses of India are to be ruled from their pathetic contentment. Nothing so insane nor so callously wicked as this forcing of democracy upon a people who have never asked for it or desired it, and who will only be miserable when they get it, has been seen since the forcible conversion of the New World by the Spaniards in the sixteenth century. In Egypt the same principle is repeating the same disastrous results."

And yet, the Duke adds, after a denunciation of a recent speech of the Prime Minister, "some people prefer Mr. Lloyd George to the Labour party. Why? The advent of the Labour party to power would indeed be a boon: it would rally all the opposing elements; it would show the danger of the course we are pursuing. It is infinitely better to stand an open siege from your enemies than to see the defences surrendered by one of the garrison."

But there is a current which is setting in the opposite direction—the Duke observes. It is "the current of Conservatism, cohesion, and reconstruction, which recognises the deadly peril in which the Empire stands." It sees in the revival of Conservatism the only defence for that principle of authority which, whether it resides in the monarchy, in the constitution, or in society, is being everywhere attacked and undermined from without and betrayed from within by those who represent it. This movement, if it is only represented by few in Parliament, is becoming more and more powerful in the country and is only asking for a lead."

## AMATEUR GOLF CHAMPIONSHIP.

A London telegram says:—An overwhelming majority of amateur golfers voted in favour of the suggested new Amateur Championship rules, which include a stroke qualifying competition over 36 holes. Thirty-two competitors are to qualify and the matches afterwards will be played over thirty-six holes. A total number of 247 competitors in the 1932 and 1933 championships were disqualified and 123 voted for the change, 19 against and 99 did not reply. A petition was presented to the authorities forthwith with the request that this revision will govern the 1932 championship at Prestwich in May.

## THOMAS HARDY'S SECRET.

It was some years since Mr. Henry Arthur Jones had produced a play in London, said Sir Arthur Conan Doyle, in proposing the death of the distinguished dramatist at a dinner in his honour at the Authors' Club. There was something about it that interested Sir Arthur, because he had actually during that time produced three plays. "I hope we shall be able to have another tragedy," the last of Mr. Thomas Hardy's, he added. "I am sure which have never been shown, but which I believe are perfectly due to the stage. I was very sorry to see the last of these brought out in a manner."

## NOTICE TO CONSIGNEES

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES are hereby notified that arrangements are being made to return following cargo for Hongkong, discharged at Shanghai owing to the recent strike as under:  
From SHANGHAI ex "ARAND" Batic  
"ARAND" Batic due Hongkong 21st March  
R. BODENFUSER,  
Acting Agent.  
Hongkong, 15th March 1932. [619]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES are hereby notified that arrangements are being made to return the following cargoes for Hongkong, discharged either at Saigon or Haiphong owing to the recent strike as under:  
From SAIGON ex "MAIRAN" per cargo.  
From SAIGON or HAIPHONG (coastwise) ex "CHER MARIAN" per cargo.  
R. BODENFUSER,  
Acting Agent.  
Hongkong, 15th March, 1932. [620]

KONINKLIJKE PAKETVAART  
MAATSCHAPPIJ.

## NOTICE TO CONSIGNEES.

FROM SINGAPORE.

## THE Steamship

"VAN OVERSTRAATEN"

having arrived, from the above Port, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where and/or from the wharves delivery may be obtained.  
Goods not cleared by the 23rd Mar. 1932 will be subject to rent.  
Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.  
Bills of Lading will be countersigned by  
JAVA-CHINA-JAPAN LIJN.  
Agents.  
Hongkong, 17th March, 1932. [618]

## THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, "MIDDELSBRO",  
LONDON & STRAITS.

The Steamship "BENALDER"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves delivery may be obtained.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.  
All claims against the steamer must be presented to the Underwriter on or before the 1st Apr., or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO. LTD.  
Agents.  
Hongkong, 18th March 1932. [651]

## THE BEN LINE STEAMERS LIMITED

S/S "BENVOLICH"

CONSIGNEES of Cargo from Antwerp, Middlesbrough, London and Straits Ports per the above-mentioned steamer are hereby notified that all cargo with the exception of Explosives and Heavy Lifts has been brought forward from Singapore per s.s. "Benalder" and is now being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.  
No claim will be admitted after the Goods have left the Godown, and all cargo remaining undelivered after the 25th inst., will be subject to rent.  
All claims against the Steamer must be presented to the Underwriter on or before the 1st Apr., or they will not be recognised.  
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO. LTD.  
Agents.  
Hongkong, 18th March 1932. [652]

## S.S. "CORDILLER"

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from MAIRAN, BELLE, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Rowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.  
Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after the 25th inst., at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 25th inst., as they will not be recognised.  
All damaged packages will be examined by Messrs. Gossard & Douglas, on Wednesday the 22nd inst., at 10 A.M.  
No Fire Insurance has been effected.  
R. BODENFUSER,  
Acting Agent.  
Hongkong 16th March 1932. [628]

## INDO-CHINA

## STEAM NAVIGATION COMPANY, LIMITED

## SAILINGS, SUBJECT TO ALTERATION

BANGKOK via SWATOW	"YATSEING"	Wednesday, 22nd March, Noon.
SEAHAM & CALCUTTA	"KWAISANG"	Wednesday, 22nd March, 3 p.m.
HAIPHONG via HOIHOW	"LOKANG"	Friday, 24th March, 10 a.m.
SANDAKAN	"HINSANG"	Friday, 24th March, 3 p.m.
SERAI & CALCUTTA	"LAISANG"	Saturday, 25th March, 3 p.m.
MANILA	"YUENSANG"	Saturday, 25th March, 10 p.m.
BANGKOK	"KWAISANG"	Sunday, 26th March, 5 p.m.
SEAHAM	"KWAISANG"	Tuesday, 28th March, Noon.
TIENSIN	"WAISE"	Tuesday, 28th March, Noon.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All standards have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, stopping at Swatow, Haiphong, and Hongkong. Through tickets can be obtained and through bills of lading are issued to Singapore and Hongkong via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Haiphong when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through bills of lading for Kadat, Jesselton, Labuan, Tawau and Lahad Datt.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Choochow. A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE.

s.s. "KWAISANG" will be despatched on or about  
Wednesday, 22nd Mar., at 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWET  
TENHAM, MADRAS and DUTCH EAST INDIES

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GENERAL MANAGERS

Telephone No. 215.

## GLEN AND SHIRE

Joint Service of Steamers.

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OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENAPP"	22nd Mar.
S.S. "CARNARVONSHIRE"	15th April

## HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENARA"	5th Apr.	GENOA, LONDON, ROTTERDAM, & HAMBURG.
M.V. "GLENARIFFE"	14th Apr.	do.
M.V. "GLENOGLE"	14th May.	GENOA, LONDON, ANTWERP, HAMBURG.

Movements are subject to change without notice.

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Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

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and under the Company's Management—

Twenty steamers of about 2,100 tons deadweight each.  
Two steamers of about 2,400 tons deadweight each.  
Chartered to the Kawasaki Dockyard Co. Ltd.

For freight or further particulars apply to the

KAWASAKI KISEN KAISHA.

K.K.K. Agents



## SHIPPING NEWS

## ARRIVALS.

March 20th.  
*Sohang*, British str., 1,221 tons, Capt. J. McCulloch, from Shanghai and Swatow, with a general cargo.—R. & S. Ueno, Dutch str., 1,833 tons, Capt. H. Houwer, from Canton, in ballast.—Asatic Petroleum Co.  
 March 21st.  
*Madre Leon*, French str., 7,370 tons, Capt. Z. Cousins, from Shanghai, with a general cargo.—Messageries Maritimes.  
*Chafalook*, British str., 1,434 tons, Capt. J. McCulloch, from Penang, with a general cargo.—Ho Hong.  
*Heung Kwa*, Chinese str., 771 tons, Capt. R. Ahrens, from Saigon, with rice.—Carroll Bros.  
*Asping*, French str., 177 tons, Capt. F. Dubois, from Haiphong, with a general cargo.—Sing Kee.  
*Armenicus*, Norwegian str., 1,024 tons, Capt. E. D. Kuntzen, from Bangkok, with a general cargo.—Karlson Larsen & Co.  
*Sosa Maru*, Japanese str., 1,066 tons, Capt. K. Fukue, from Canton, with a general cargo.—O.S.K.

## CLEARANCES.

March 21st.  
*Alabama Maru*, for Dairen.  
*Asia*, for Tourane.  
*Chenau*, for Canton.  
*Chuenan*, for Shanghai.  
*Endeavour*, for Manila.  
*Haiman*, for Haiphong.  
*Heung Jai*, for Singapore.  
*Juan*, for Singapore.  
*Lake Onara*, for Saigon.  
*Taichung*, for Kutchinotzu.  
*Tung Hing*, for K. C. Wan.  
*Tungking*, for Hainan.  
*Tsunan*, for Weihaiwei.

## SHIPPING MOVEMENTS.

The P. & O. s.s. *Phaon* is expected to leave Colombo on March 25th.  
 The P. & O. s.s. *Kalyan* left Singapore for this port on the 20th inst., at 4 p.m., with the onward English mails, and is due here on the 25th inst., at about 8 a.m.  
 The s.s. *Trochilus* (Blue Funnel line) left Shanghai on March 20th for Hongkong, and is due here on the 22nd.  
 The P. & O. s.s. *Tyng* left from Shanghai on the 20th inst., and is due at Hongkong on the 22nd inst., at about 10 a.m.

## VESSELS EXPECTED.

*Calcutta Maru* (N.Y.K.), due March 20th.  
*Osaka Maru* (N.Y.K.), due March 20th.  
*Japan* (R.I.), due March 20th.  
*Kalyan* (P. & O.), due March 25th.  
*Kama Maru* (N.Y.K.), due March 25th.  
*Kendal Castle* (Doddwell-Castle line), due early in April.  
*Mervia* (Lloyd Triestino), due March 25th.  
*Mito Maru* (N.Y.K.), due March 30th.  
*Perma Maru* (T.K.K.), due March 22nd.  
*Taiyo Maru* (T.K.K.), due March 22nd.  
*Tsuyoku Maru* (N.Y.K.), due March 22nd.  
*Tsushima* (Blue Funnel line), due March 24th.  
*Tyndarus* (Blue Funnel line), due March 22nd.

## NOTICE TO CONSIGNEES

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SIOGILIA"

ARRIVED HONGKONG ON 18TH MARCH, 1922.  
 FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

THIS VESSEL'S BUSINESS ON CARGO—  
 From London, etc. ex s.s. "Khiva" landed at Singapore owing to the Strike.  
 From Persian Gulf ex s.s. "L. S. N. and H. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.  
 Goods not cleared within 8 days, including date of arrival, will be subject to rent.  
 No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.  
 No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & CO., Agents.

Hongkong, 18th March, 1922. [633]

## "GLEN" LINE LIMITED.

## NOTICE TO CONSIGNEES.

M. V. "GLENAMORY" FROM UNITED KINGDOM & INTERMEDIATE PORTS.  
 M. V. "GLENARA" FROM UNITED KINGDOM & INTERMEDIATE PORT.

CONSIGNEES of cargo by the above vessels are hereby informed that same can be returned from Shanghai by m. v. "GLENARA" to-day and all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 25th March, at 5 p.m. will be subject to rent.  
 All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 25th March, 1922, at 10 a.m. Claims against the Steamer including those for cargo short delivered, must be presented on the special form provided and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 18th March, 1922. [645]

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki ("Moji"), Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Canada	Due England
Empress Asia	Mar. 23 April 10	Empress Britain	Apr. 22 Apr. 28
Empress Russia	Apr. 20 May 8	Empress France	May 18 May 23
Montcalm	Apr. 25 May 19	Empress Britain	May 26 June 2
Empress Japan	May 4 May 25	Montcalm	June 2 June 10
Empress Asia	May 18 June 8	Empress France	June 18 June 20
Empress Canada	June 1 June 3	Empress Scotland	June 27 July 4
Empress Russia	June 15 June 17	Empress France	July 11 July 18
Empress Australia	June 29 July 7	Empress Scotland	July 25 Aug. 1
Empress Asia	July 13 July 31	Empress France	Aug. 8 Aug. 15
Empress Canada	July 27 Aug. 14	Empress Scotland	Aug. 22 Aug. 29
Empress Russia	Aug. 10 Aug. 28	Empress France	Sept. 5 Sept. 12

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.  
 Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.  
 Hongkong Office. Telephone 772. Cable Address: GACANPAC.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FAST FREIGHT AND PASSENGER STEAMERS.

"NANKIANG" "NILE" "CHINA"

Trans-Pacific Service  
 HONGKONG to SAN FRANCISCO  
 via Shanghai, Nagasaki, Yokohama and Honolulu  
 s.s. "NANKIANG" s.s. "CHINA" s.s. "NILE"  
 May 30th at noon April 25th at noon April 4th at noon

## Java Service

HONGKONG TO  
 SINGAPORE & JAVA PORTS.  
 S.S. "GORJISTAN"

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also

Cargo accepted in Through Bills of Lading for transshipment at San Francisco to all ports in the Pacific.

C. T. STRATHGIRN, GENERAL AGENT  
 PRINCE'S BUILDING, 100 HONG STREET.  
 TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & ASSIST. No. 1924. No. 2161.

## YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

## REGULAR FREIGHT &amp; PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hellow & Pakhoi

s.s. "HOZUI MARU" on or about 31st March.

FOR KEELUNG via Swatow & Amoy

s.s. "TAIKWA MARU" on or about 30th March.

For further particulars, please apply to—

Branch Office, No. 37, Bonham Street, West. Tel. No. 155.

S. J. MITARAI, Agent, Top Floor, King's Building, Tel. No. 140.

THE NEW PAPER SERVICE  
 THERAPION No. 1  
 THERAPION No. 2  
 THERAPION No. 3  
 For full particulars, please apply to—  
 JARDINE, MATHESON & Co., Ltd., Agents.  
 Hongkong, 18th March, 1922.

ON SALE  
 BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1921.  
 With Index, Price \$7.50.  
 On sale at the Hongkong Daily Press.

## N. Y. K.

SAILINGS SUBJECT TO ALTERATION

## VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SUWA MARU (calling Manila) Saturday, 8th Apr., at 11 a.m.

(To be transhipped at Kobe into SHIDZUKA MARU)

FUSHIMI MARU To be transhipped at Kobe into YOKOHAMA MARU

Wednesday, 3rd May, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KAMO MARU Sunday, 26th Mar., at 11 a.m.

KATORI MARU Sunday, 2nd April, at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM.

DAKAR MARU Friday, 14th April.

LIVERPOOL via MARSEILLES.

TOYOHASHI MARU First half of April.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU Thursday, 23rd Mar., at 4 p.m.

NIKKO MARU Tuesday, 18th Apr., at 11 a.m.

NEW YORK, via PANAMA.

MAYABASHI MARU Sunday, 9th Apr.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via OATH.

KANAGAWA MARU Tuesday, 28th Mar.

COBAY via Singapore, Penang and Colombo.

AWA MARU Wednesday, 22nd Mar.

CALCUTTA via Singapore, Penang & Rangoon.

CALCUTTA MARU Monday, 27th Mar.

NAGASAKI KOBE & YOKOHAMA.

AKI MARU Friday, 14th April, at 11 a.m.

BANGHAI, KOBE & YOKOHAMA.

BOSTON MARU Friday, 24th Mar.

WAKASA MARU Thursday, 30th Mar.

HAKONE MARU Friday, 31st Mar., at 11 a.m.

For further information apply to—

Telephone Nos. 292 & 293

## NIPPON YUSEN KAISHA

K. H. KAMEI, Manager.

## DODWELL &amp; CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON  
 for NEW YORK & BOSTON via Suez

s.s. "BOLTON CASTLE" sailing on or about 3rd April.

s.s. "KENDAL CASTLE" sailing on or about 17th April.

## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

## FOR SHANGHAI.

s.s. "PERSIA" sailing middle of April.

## FOR BRINDISI, VENICE &amp; TRIESTE

s.s. "MERANO" sailing on or about 29th March.

Passengers' Luggage can be insured at the Office of the Agents.

## NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS.

s.s. "UMONA" sailing about the end of Apr.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,  
 Agents.

## STRUTHERS &amp; BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO  
 FROM HONGKONG BY DIRECT ROUTE.

"Bearport" ... Tue Hongkong 8th April.

"Dewey" ... Leave Hongkong 10th April.

"West Prospect" ... Due Hongkong 22nd May.

"Dewey" ... Leave Hongkong 24th May.

"West Prospect" ... Due Hongkong 11th June.

"Dewey" ... Leave Hongkong 13th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, SOURABAYA, SAMARANG AND BATAVIA.

"Dewey" ... Due Hongkong 29th Mar.

"West Prospect" ... Leave Hongkong 31st Mar.

"Dewey" ... Due Hongkong 18th April.

"West Prospect" ... Leave Hongkong 20th April.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to—

STRUTHERS AND BARRY.

L. EVERETT, General Agent for 1st Floor, Powell's Building, Phone No. 3003.

JAPAN-CHINA-PHILIPPINES. G. P. BRALFORD, Exec. Agent.

## HAMBURG-AMERIKA LINE.

MS "HAVELLAND"

ROTTERDAM and HAMBURG.

LOADING about 20th MARCH, 1922.

For Space Please Apply to the Agents—

ARNOLD BROTHERS & CO., LTD.

1, CHANCERY ROAD. Phone No. 1500.

Canton Agents—CARLOWITZ & Co. Macao Agent—A. A. DE MELLO.

## NOTICES TO CONSIGNEES.

## OCEAN STEAM SHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "PELEUS" are hereby notified that the cargo has been brought forward by s.s. "REHESUS" and will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 18th March.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any TUESDAY & FRIDAY between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 24th March will be subject to rent and any additional charges for cooie hire incurred.

All Claims against the Steamer must be presented to the undersigned on or before 7th April, or they will not be recognized.

No Fire Insurance will be effected. Consignees are urgently requested to make prompt arrangements for removing or storing cargo. Failure to do so will result in congestion in the Godowns, which will entail delay in the return of subsequent cargoes.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th March, 1922. [647]

## NOTICE TO CONSIGNEES.

## OCEAN STEAM SHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "DEMODOCUS" are hereby notified that the cargo has been brought forward by s.s. "TROLLUS" and will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 18th March.

Optional Cargo will be landed, unless notice given prior to Steamer's arrival. All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any TUESDAY & FRIDAY between the hours of 10.45 a.m. and noon within the free storage period.

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BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th March, 1922. [646]

## NOTICE TO CONSIGNEES.

## OCEAN STEAM SHIP COMPANY, LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"REHESUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 18th March.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

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